

SUMMARY

This quarterly report is the 64th in a series concerning safety and environmental protection matters related to ports and shipping. Highlights include:

1. The 84th session of the Legal Committee (LEG 84) of the International Maritime Organization (IMO) was held at IMO Headquarters in London from April 22-26, 2002. Among its significant actions, the Committee considered the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and the Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on the Continental Shelf (SUA Convention and Protocol). The Committee established an SUA correspondence group and charged it to work intersessionally and report to LEG 85, with the long-term goal of recommending to the next IMO Assembly the scheduling of a diplomatic conference to amend the SUA Convention and Protocol. The Committee also acted on other issues, such as: (a) how the terms “ownership” and “control” should be defined in the context of maritime security; (b) agreeing that a working group will address the draft Convention on Wreck Removal during LEG 85; (c) approving the text of the draft Protocol to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage; and (d) endorsing the convening of a diplomatic conference on revision of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea. (Item 1-C)
2. The 75th session of the IMO Maritime Safety Committee (MSC 75) was held at IMO Headquarters from May 15-24, 2002. Major accomplishments at MSC 75 include: (a) approval of draft text of amendments to the International Convention for the Safety of Life at Sea (SOLAS) and a new International Ship and Port Facility Security (ISPS) Code for circulation and consideration at the Diplomatic Conference on Maritime Security to be held in December 2002; (b) agreement to convene an intersessional working group on maritime security in September 2002 to refine the SOLAS amendments and the ISPS Code before the diplomatic conference; (c) unanimous adoption of amendments to chapters IV, V, VI, and VII of SOLAS and the 1988 SOLAS Protocol; (d) agreement on terms of reference for the Subcommittee on Radiocommunications and Search and Rescue to continue its work on treatment of persons rescued at sea; (e) approval of strategic goals, objectives, and areas for consideration regarding large passenger ship safety; (f) approval of draft amendments to SOLAS to improve bulk carrier safety; (g) approval of a U.S. proposal to consider training on fatigue for the maritime industry; (h) adoption of the new International Maritime Dangerous Goods (IMDG) Code in its mandatory form; (i) approval of a draft Assembly resolution on training and certification of maritime pilots; (j) adoption of all proposed routing measures around the United States; and (k) consideration of the reports of eight subcommittees. (Item 1-D)
3. On May 29, 2002, the U.S. Environmental Protection Agency (EPA) issued a proposed rule (40 CFR part 94) that proposes emission standards for new marine diesel engines at or above 30 liters per cylinder (Category 3) and 2.5 to 30 liters per cylinder (Categories 1 and 2). Marine diesel engines at or above 30 liters per cylinder are very large marine engines used

primarily for propulsion power on ocean-going vessels such as container ships, tankers, bulk carriers, and cruise ships. EPA is proposing emission controls for these engines at or above 30 liters per cylinder on U.S. vessels. The Agency is proposing a first tier that is equivalent to the internationally negotiated oxides of nitrogen standards and that would be enforceable under U.S. law for new engines built in 2004 or later. EPA is also considering adoption of a subsequent second tier of standards, which would reflect additional reductions that can be achieved through engine-based controls, and would apply to new engines built after 2006 or later. In addition, EPA is proposing voluntary low-emission engine standards that reflect advanced oxides of nitrogen emission-control technologies. Meeting these low-emission standards would likely require the use of technologies such as selective catalyst reduction or fuel cells. The proposed standards would apply to engines installed on vessels flagged in the United States. Recognizing that foreign-flag vessels constitute a significant portion of emissions from these engines, EPA is seeking comment on whether the proposed standards and the existing Category 1 and Category 2 standards should also apply to marine engines on foreign vessels entering U.S. ports and to no longer exclude such foreign vessels from the emission standards. (Item 3-G)

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